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Well, now, there's the  
**ICE QUESTION!**  
You know you'll need ice, you know it is a necessity in hot weather. We believe you are anxious to get that ice which will give you satisfaction, and we'd like to supply you. Order from

**THE OAHU ICE & ELECTRIC CO.,**  
Telephone 1151 Blue, Postoffice Box 606.

**W. G. IRWIN & CO., LTD.,**

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Oceanic Steamship Co., San Francisco, Cal.  
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**HART & CO., LTD**

The Elite Ice Cream Parlors.  
Chocolates and Confections  
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**THE FINEST RESORT IN THE CITY****Union Pacific****Railroad****SUGGESTS****Speed and Comfort**

Three trains daily through cars, first and second class to all points. Reduced rates take effect soon. Write today.

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**Travellers Agree****THAT****The Overland,****Limited****IS****Quickest, Finest, Best****A Train that Supplies All Demands**

To St. Louis or Chicago

**IN 3 DAYS**

from San Francisco.

ELECTRIC LIGHTS  
READING LAMPS,  
CLUB CARS—  
ALL GOOD DININGS

**Southern Pacific**

Information Bureau  
613 Market Street,  
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**OAHU RAILWAY AND LAND CO'S****TIME TABLE**

OCTOBER 6, 1904.

**OUTWARD.**

For Waianae, Waiolua, Kahuku and  
Way Stations—7:15 a. m., 8:20 p. m.  
For Pearl City, Ewa Mill and Way  
Stations—7:30 a. m., 9:15 a. m.,  
11:45 a. m., 2:15 p. m., 3:20 p. m.,  
5:35 p. m., 9:30 p. m., 11:15 p. m.

**INWARD.**

Arrive Honolulu from Kahuku, Waiolua and Waianae—8:35 a. m., 5:21 p. m.  
Arrive Honolulu from Ewa Mill and Pearl City—7:45 a. m., 8:34 a. m., 10:28 a. m., 1:40 p. m., 4:31 p. m., 5:21 p. m., 9:30 p. m., 11:15 p. m.  
Daily.  
Sunday Excepted.

The Oahu Limited, a two hour train, leaves Honolulu very Sunday at 9:21 a. m. returning arrives in Honolulu at 10:10 p. m. The Limited stops only at Pearl City and Waianae.

M. P. DENNISON, Supt. G. P. A. T. A.

Pure blood makes the skin clear, smooth, healthy.

Impure blood blotches the skin with pimples, sores, boils, eczema, eruptions. Mr. G. W. Burtner, Keokuk, Ia., tells of the bad condition he was in, and how he was cured by

**Ayer's Sarsaparilla**

"Shortly after leaving college, I was troubled with a skin disease which showed itself first at the ankles. Physicians pronounced it eczema, and treated me for that



complaint. The eruption crept slowly up my limbs, and on the body, until it enveloped the whole frame. It gave me infinite trouble, with constant itching, casting off of dry scales, and a watery liquid which would exude from under the scales. I treated it for over three years unsuccessfully, and was unable to check it until I began using Ayer's Sarsaparilla. I used three bottles of this medicine, and was completely cured—my skin becoming as smooth and clear as before."

There are many imitation Sarsaparillas. Be sure you get "AYER'S." Prepared by Dr. J. C. Ayer & Co., Lowell, Mass., U.S.A.

**Castle & Cooke, Ltd****Life and Fire****Insurance Agents****AGENTS FOR****New England Mutual Life Insurance Co****OF BOSTON.****Aetna Fire Insurance Co.,**

OF HARTFORD, CONN.

**C. BREWER & CO., LIMITED**

QUEEN STREET,  
HONOLULU, H. I.

**AGENTS FOR**

Hawaiian Agricultural Company, Onomua Sugar Company, Honoumua Sugar Company, Aluku Sugar Company, Oukala Sugar Plantation Company, Halekalea Ranch Company, Kapapala Ranch.

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**..Ruberoide..**

Is the pioneer weather-proof, elastic and fire-resisting roofing. It is different from and superior to all other prepared roofings. In that Ruberoide Compound, a patented combination of high class water-proof, acid and fire-resisting ingredients, is used exclusively in its manufacture and is employed in no other roofing.

That the first RUBEROID roofs applied on factories, etc., many years ago, are still giving satisfaction, is indisputable proof of unusual and unequalled durability.

RUBEROID is strong and elastic and contains neither tar nor paper. It will not melt or rot. It is of a dark slate color and presents a smooth, neat appearance.

**LEWERS & COOKE, LTD.,**  
177 S. KING STREET

Only the chemistry of nature is employed in the manufacture of Ruberoide. It is wholesome, invigorating and genuine.

Fine Job Printing, Star Office.

**MARE ISLAND THINKS NO ONE IS TO BLAME**

WHEN THE BENNINGTON WENT OUT OF COMMISSION THREE YEARS AGO IT IS SAID HER BOILERS WERE THEN IN UNUSUALLY EXCELLENT CONDITION FOR A VESSEL ORDERED OUT OF COMMISSION.

VALLEJO, July 24.—Official records of the navy yard show that not even \$50 worth of work has been done here on the boilers of the Bennington for the past six or seven years. What work has been done in connection with the boiler rooms has been chiefly in connection with the boiler room floors, etc., and there has at no time been any reports made to the Mare Island authorities which would lead to the belief that the boilers were in anything but good condition.

It is the custom in the navy for a ship coming to a yard to make a report of the work necessary to be done by the ship department in the case of the work on a ship's boilers. The report is made by the steam engineer officer of the vessel, and it is upon such report that the yard authorities do the work. It is supposed that the officer of the ship requiring the repairs knows all the work necessary to be done, and the steam engineering officials of the navy yard make further surveys on the ship.

In 1901 the Bennington was placed out of commission here and at that time her boilers were found to be in almost perfect condition. It is said at the yard that, as far as the boilers themselves were concerned, the Bennington could with perfect safety have been kept in commission for three years longer. Only thirteen of her screw stay tubes were found to be leaking, of which three were in boiler "B." Some twenty-five or thirty of the ordinary tubes in each of the boilers were showing signs of leaking, but the work on these was remarkably small in comparison with that on a ship generally ordered out of commission.

Officers at Mare Island are loath to express any opinion regarding the causes of the boilers explosion, but from conversation held with many officers on the yard this morning it is very evident that they do not consider it the result of the ship being sent to sea with unsafe boilers. Neither are they inclined to place the blame on the officers or men aboard the ship. Theories regarding the terrible affair are numerous and not the least popular of these is that on running the water into the boilers preparatory to get up steam the full allowance was not used, as it was desired to get the steam up as rapidly as possible. It is necessary that the water shall be at least three inches above the highest heated portion of the boilers, and it is considered possible here that in getting the steam up the water was absorbed more quickly than was known. When the water above the crown sheet of the boiler had become exhausted there was nothing to prevent the heat striking the sheet, which was accordingly burnt until it finally collapsed, causing the explosion. It is supposed to be the duty of the water tenders or firemen to see to this portion of the boiler but officers at Mare Island say that it would not be possible to lay the blame for the affair on any one party, and in fact many are of the opinion that the real cause will never be known. Both officers and men seem to be of the opinion that the explosion of the boilers was due to some lack of care and proper precaution at the time and not to any defects in the boilers themselves. The fact that Commander Young in his log reports stated that they were tested at 235 pounds water pressure, but had been found unsafe at more than 130 or 135 pounds steam pressure is not regarded here as any special significance. It is the custom at navy yards to test the boilers at water pressure, of once and a third or once and a half what will ever be required of them under steam pressure. According to this theory the boilers at the best should have been able to stand only about 150 pounds, although one man at the navy yard, who is well used in such matters, states unofficially that a boiler should always be at least six times stronger than is shown by the tests the pressure put on them being to determine only leaking, not what will result in an explosion.

It is stated that in the Yorktown, which is the companion ship of the Bennington, a steam pressure of over 130 pounds has never been placed upon the boilers. This is the pressure, it is claimed, at which the former vessel's boilers exploded, but engineers say that an additional five or ten pounds pressure should not signify.

Little credence is placed here in the report that Commander Niles in last November reported to the department that the boilers were unsafe. Both Commander Niles and Commander Young are regarded through the service as safe, conservative men, and it is believed that if such a report was made it was modified by the statement of certain conditions not made public, and which must have been immediately remedied aboard the ship itself, or an accident would have occurred long before this.

Disbelief is also felt regarding the boilers being in an unsafe condition last April. No inspections are ever made aboard a man-of-war by any except the officer of the ship or of the fleet to which he belongs. Had any work upon the boilers been deemed necessary last April it would unquestionably have been requested done when she came to Mare Island in May, at which time absolutely no repairs were reported necessary upon this portion of the ship's machinery. It is not denied, however, that the department frequently disapproves of recommendations made for repairs, deeming them unnecessary and needlessly expensive.

More officers are being rushed from here to the scene of the accident to the gunboat, the latest to leave being Lieutenant A. N. Mitchell, Lieutenant E. B. Larner and Surgeon Charles P. Kindelberger, all of the Independence, who left last night in accordance with telegraphic orders.

WASHINGTON, July 24.—Commander George B. Ransom, chief engineer of Mare Island Navy Yard, where the last repairs to the Bennington's boilers were made, was today ordered to proceed to San Diego. It is expected he will be able to give much valuable information regarding the general condition of the vessel's boilers at that time.

**ON THE SIBERIAN RAILWAY****JUST RECEIVED**  
NICE ASSORTMENT OF  
**Japanese = Goods**  
PRICES TO SUIT EVERYBODY.

IVORY WORKS, CLOISONNE WARE,  
JAPANESE SILKS AND  
PINEAPPLE SILKS.

**K. ISOSHIMA**

KING STREET NEAR BETHEL

**OUR OWN LINE**

San Francisco to Chicago

(WITHOUT CHANGE).

STANDARD AND TOURIST SLEEPERS DAILY



Trade

Mark

Passenger Agent, W. G. Irwin & Co., Office

**DOUTHITT NOT INSTRUCTED.**

"I have had no instructions regarding the letter of Treasurer Trent to the Board of Supervisors concerning the garbage pay rolls," said County Attorney Douthitt this morning. "I know nothing about the affair save what the average citizen knows by reading the papers. No, I have no opinion to express on the subject whatever. Incidentally," added the County Attorney with a smile, "even if I had an opinion I wouldn't express it, but as a matter of fact I know nothing about the case."

**Cure For The Blues**

ONE MEDICINE THAT HAS NEVER FAILED

Health Fully Restored and the Joy of Life Regained

When a cheerful, brave, light-hearted woman is suddenly plunged into that perfection of misery, the BLUES, it is a sad picture. It is usually this way: She has been feeling "out of sorts."



for some time; head has ached and back also; has slept poorly, been quite nervous, and nearly fainted once or twice; head dizzy, and heart-beats very fast; then that bearing-down feeling, and during her menstrual period she is exceedingly despondent. Nothing pleases her. Her doctor says: "Cheer up; you have dyspepsia; you will be all right soon."

But she doesn't get "all right," and hope vanishes; then come the brooding, morbid, melancholy, everlasting BLUES.

Don't wait until your sufferings have driven you to despair, with your nerves all shattered and your courage gone, but take Lydia E. Pinkham's Vegetable Compound. See what it did for Mrs. Rosa Adams, of 819 13th Street, Louisville, Ky., niece of the late General Roger Hanson, C.S.A. She writes: "Dear Mr. Pinkham:—

"I cannot tell you with pen and ink what Lydia E. Pinkham's Vegetable Compound has done for me. I suffered with female troubles, extreme lassitude, the blues, nervousness and that all-gone feeling. I was advised to try Lydia E. Pinkham's Vegetable Compound, and it not only cured my female derangement, but it has restored me to perfect health and strength. The buoyancy of my younger days has returned, and I do not suffer any longer with despondency as I did before. I consider Lydia E. Pinkham's Vegetable Compound a boon to sick and suffering women."

If you have some derangement of the female organism write Mrs. Pinkham, Lynn, Mass., for advice.

If a year there are four seasons, these we enjoy on a time. In Rainier Beer there are four great virtues. Purity, Wholesomeness, Flavor and Strength, these we enjoy all of the time.

**FOREIGN STEAMERTIME TABLE****STEAMERS TO ARRIVE.**

| Date.   | Name      | From.         |
|---------|-----------|---------------|
| July 1  | Aorangi   | Vancouver     |
| 4       | Sierra    | Colonies      |
| 4       | Korea     | Yokohama      |
| 5       | Ventura   | San Francisco |
| 8       | Doric     | San Francisco |
| 14      | Coptic    | Yokohama      |
| 14      | Alameda   | San Francisco |
| 15      | Manchuria | San Francisco |
| 21      | Nevadan   | San Francisco |
| 25      | Sonoma    | Colonies      |
| 25      | Moana     | Colonies      |
| 25      | Sierra    | San Francisco |
| 28      | Siberia   | Yokohama      |
| 28      | Miwera    | Vancouver     |
| 29      | Korea     | San Francisco |
| Aug. 4  | Alameda   | San Francisco |
| 8       | Mongolia  | Yokohama      |
| 9       | Coptic    | San Francisco |
| 11      | Nebraskan | San Francisco |
| 15      | Ventura   | Colonies      |
| 15      | Sonoma    | San Francisco |
| 18      | China     | Yokohama      |
| 23      | Siberia   | San Francisco |
| 23      | Aorangi   | Colonies      |
| 25      | Alameda   | San Francisco |
| 26      | Moana     | Vancouver     |
| Sept. 1 | Doric     | Yokohama      |
| 2       | Mongolia  | San Francisco |
| 5       | Sierra    | Colonies      |
| 6       | Ventura   | San Francisco |
| 8       | Manchuria | Yokohama      |
| 13      | China     | San Francisco |
| 15      | Alameda   | San Francisco |
| 20      | Miwera    | Colonies      |
| 22      | Korea     | Yokohama      |
| 23      | Aorangi   | Vancouver     |
| 25      | Sonoma    | Colonies      |
| 27      | Sierra    | San Francisco |

**STEAMERS TO DEPART.**

| Date.   | Name      | For.          |
|---------|-----------|---------------|
| July 1  | Aorangi   | Colonies      |
| 4       | Sierra    | San Francisco |
| 4       | Korea     | San Francisco |
| 5       | Ventura   | Colonies      |
| 8       | Doric     | Yokohama      |
| 14      | Coptic    | San Francisco |
| 15      | Manchuria | Yokohama      |
| 19      | Alameda   | San Francisco |
| 25      | Sonoma    | San Francisco |
| 26      | Moana     | Vancouver     |
| 26      | Sierra    | Colonies      |
| 28      | Siberia   | San Francisco |
| 28      | Miwera    | Yokohama      |
| 29      | Korea     | Colonies      |
| Aug. 4  | Nevadan   | San Francisco |
| 8       | Mongolia  | Yokohama      |
| 9       | Coptic    | Yokohama      |
| 11      | Alameda   | San Francisco |
| 15      | Ventura   | San Francisco |
| 15      | Sonoma    | Colonies      |
| 18      | China     | San Francisco |
| 19      | Nebraskan | San Francisco |
| 23      | Siberia   | Yokohama      |
| 23      | Aorangi   | Vancouver     |
| 25      | Moana     | Colonies      |
| 26      | Alameda   | San Francisco |
| Sept. 1 | Doric     | San Francisco |
| 2       | Mongolia  | Yokohama      |
| 5       | Sierra    | San Francisco |
| 6       | Ventura   | Colonies      |
| 8       | Manchuria | San Francisco |
| 13      | China     | Yokohama      |
| 20      | Alameda   | San Francisco |
| 20      | Miwera    | Vancouver     |
| 22      | Korea     | San Francisco |
| 23      | Aorangi   | Colonies      |
| 25      | Sonoma    | San Francisco |
| 27      | Sierra    | Colonies      |

\*Calling at Manila.  
†Date of departure from Kahulu.

Fine Job Printing, Star Office.